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Transportation and Communications Committee  
March 3, 2005

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Transportation and Communications Committee held its meeting at SCAG Offices downtown Los Angeles. The meeting was called to order by the Honorable Lee Ann Garcia, Chair, City of Grand Terrace. There was a quorum.

**Members Present**

Adams, Steve	Riverside, WRCOG
Aldinger, Jim	City of Manhattan Beach
Baldwin, Harry	City of San Gabriel
Beauman, John	City of Brea
Becerra, Glen	City of Simi Valley
Bone, Lou	City of Tustin
Burke, Yvonne	City of Los Angeles
Dale, Lawrence	City of Barstow
Daniels, Gene	City of Paramount
Dixon, Richard	City of Lake Forest
Dunlap, Judy	City of Inglewood
Flickinger, Bonnie	City of Moreno Valley
Gabelich, Rae	City of Long Beach
Garcia, Lee Ann	City of Grand Terrace
Gurule, Frank	City of Cudahy
Hernandez, Robert	City of Anaheim
Herrera, Carol	SGVCOG
Lowenthal, Bonnie	City of Long Beach
Miller, Llewellyn	City of Claremont
Miller, Paul	VCOG
Millhouse, Keith	City of Moorpark
Pettis, Greg	Cathedral City
Ridgeway, Tod	City of Newport Beach
Roberts, Ron	City of Temecula
Rutherford, Mark	City of Westlake Village
Smith, Greig	City of Los Angeles
Stanford, Dick	City of Azusa
Szerlip, Don	City of Redondo Beach
Talbot, Paul	City of Alhambra
Tyler, Sidney	City of Pasadena
Uranga, Tonia Reyes	City of Long Beach

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**Members Not Present**

Brown, Art	City of Buena Park
Buckley, Tom	City of Lake Elsinore
Cervantes, Jesus	Commerce, Gateway Cities COG
Correa, Lou	Orange County
DeLara, Juan	City of Coachella
DeYoung, Cathryn	City of Laguna Niguel
Fasana, John	City of Duarte
George, Gary	City of Redlands
Hall, Isadore	City of Compton
Herzog, Peter	OCOG
Keenan, Tim	City of Cypress
Lowe, Robin	City of Hemet
Marshall, Patsy	City of Buena Park
Mikels, Judy	Ventura County
Nuaimi, Mark	City of Fontana
O'Connor, Pam	City of Santa Monica
Ovitt, Gary	San Bernardino County
Proo, Bea	Pico Rivera
Smyth, Cameron	City of Santa Clarita
Spence, David	City of La Canada
Stone, Jeff	County of Riverside

**New Members**

Wapner, Alan	City of Ontario
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**Voting Members, Not Elected Official**

Casey, Rose	Caltrans
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**1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE**

Chair, Honorable Lee Ann Garcia, called the meeting to order at 10:30 a.m.

**2.0 PUBLIC COMMENT PERIOD**

Mr. Don Kornreich, citizen - Laguna Woods, came forward to urge the Committee to give serious consideration to Maglev. Mr. Kornreich passed out a new analysis of what Maglev can do not only to carry ridership, but also to carry Goods Movement up to the year 2055. Mr. Kornreich scenarios suggested that there might be a couple of ways in which we can raise the necessary funds to implement three hundred sixty route miles of Maglev by the year 2030, and an additional five hundred track miles by the year 2055. If this is accomplished it will do a lot to improve the economy, reduce air pollution, and reduce congestion on our freeways.

**3.0 REVIEW and PRIORITIZE**

No changes requested.

**4.0 CONSENT CALENDAR**

**4.1 Approval Item**

4.1.1 Approve Minutes of February 3, 2005

**4.2 Receive and File**

4.2.1 State and Federal Legislative Matrix

4.2.2 SCAG Future Events Calendar

4.2.3 State Budget Update

4.2.4 Southern California Consensus Program

4.2.5 I-710 (Ocean Boulevard to SR-60) Letter of Completion

MOTION was made to pull item 4.2.2, for discussion.

There was a correction on the minutes to show Paul Miller representing VCOG as opposed to the City of Simi Valley.

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Item 4.2.2., Consent Calendar, was questioned as to whether the Maglev Task Force meeting was being moved to the second Thursday of the month. Zahi Faranesh, SCAG Staff, responded that it was not decided yet.

It was noted that the Southwest Compact Task Force was not listed on the Future Events Calendar and needed to be added.

MOTION was made to APPROVE the balance of the Consent Calendar items, MOTION was AMENDED and SECONDED. There was one ABSTENTION, Councilmember Robert Hernandez, City of Anaheim.

## 5.0 ACTION ITEMS

### 5.1 Preliminary Schedule for the next RTP Update

Naresh Amatya, SCAG Staff, presented a brief update on the preliminary schedule for the next RTP update. He stated that last month he reported to the Committee that there were a number of fiscal issues that could potentially require an amendment or an early update of the 2004 RTP. Specifically, that the revenue forecast in the 2004 RTP contains fairly optimistic assumptions related to Proposition 42. In addition, it also contains approximately four billion dollars in revenue from the additional half-cent sales tax in Los Angeles County. Added to that, the Centerline extension issues in Orange County was not part of the plan.

The issue for SCAG is that the RTP is required to be a fiscally constrained plan. Given all the potential deviations, can we continue to claim that RTP is a fiscally constrained document? The full impact of the State Budget will not be known until the State adopts their fund estimates for the next round of State Transportation Improvement Program, STIP, which is likely to happen in August. At the same time, Orange County is just beginning to assess and evaluate their Measure M Extension Program. It appears that all of these issues are going to play out over the course of the next eight to ten months. Deciding to do an amendment at that point could be too late from the physical time requirements of accomplishing an amendment. Staff is proposing a flexible schedule that would accommodate an amendment if we needed to do one. The window of opportunity to do this would be in November of this year once we know what the State Budget impact is and also know the conclusions on some of the other issues I spoke about.

To continue with the update we will also need the input from the stakeholders on the projects and also on their finance plans if we are to accommodate the amendment or an early update. If we do not receive this input by November, it will be extremely

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difficult for Staff to actually be able to accomplish an amendment that is acceptable to the stakeholders, as well as the approving agency.

The proposed schedule for the RTP Update calls for completing basic foundational work such as reviewing and updating goals, policies, performance measures, plan assumptions, basic baseline growth, as well as baseline revenue forecast by the end of summer. The most critical tasks of updating a plan is developing the alternative and evaluating those alternatives. These tasks would need to be completed between January and April of 2006. However, if the amendment becomes irrelevant or unnecessary then we will have an additional four to six months to refine the plan.

The updated schedule was discussed at the last Technical Advisory Committee, TAC, meeting in February. The TAC continued to raise a number of concerns. Their key concern is that some of the members are not convinced that an amendment is actually needed at this point. Several members questioned the dis-benefit of doing an early amendment as opposed to the benefit of doing one. Their concern is we are currently having a tough enough time accomplishing the update in the three-year process thus it will be even more challenging to reach a consensus that everyone can agree on in the shortened time frame. TAC was also concerned that we may not be able to utilize the best and most current data and tools available. Particularly, TAC's concern is that an earlier update may not be able to take advantage of the modeling improvements that SCAG is pursuing.

In response to a lingering perception that OCTA is pushing the plan amendment process, OCTA, Staff, and the TAC made it clear that OCTA is not doing so. OCTA felt that they could not accomplish what they need to accomplish on both the Centerline project as well as the Measure M Extension within the frame work of the three year process. Concerns were also raised relative to what happens if we amend the plan and Measure M does not pass. Do we again amend the plan at that point? All the concerns TAC has are obviously valid, but it is the Staff's position that it is premature to preclude a potential amendment at this point.

Mr. Amatya closed his presentation by stating Staff is proposing that the Committee approve this schedule that allows for an amendment if needed.

Members of the TCC asked whether SCAG would be doing an update or amendment, and staff indicated that adoption of the accelerated schedule would put SCAG in a position to produce either an RTP update or an amendment, and that this decision would be made in November. The committee also asked whether or not new projects (i.e. 710) would be included in any RTP update or amendment. Staff indicated that if an update or amendment were done, there would be an opportunity to submit projects for inclusion in the RTP.

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Rich Macias, SCAG Staff, then interjected on behalf of Staff that it was not proposing an amendment, it was proposing an accelerated schedule so Staff can come forward at some point and say these are the indicators that tell us we need to update the plan in its entirety. Or, we amend the plan for this reason. What Staff is asking currently is that the Committee consider and approve the schedule that accelerates the process.

MOTION was made to approve Staff recommendation to move forward with the proposed schedule for the next RTP Update. MOTION was SECONDED, and UNANIMOUSLY APPROVED.

**5.2 Approve the Southern California Regional ITS Architecture**

Bob Huddy, SCAG Staff, gave a brief presentation on the FHWA Rule and FTA Policy, 23 CFR 940.9 and 940.11, which requires that a region that is currently implementing ITS projects must develop a regional ITS architecture to guide their deployment by April 8, 2005. The National ITS Architecture will be used as a resource in developing the regional architecture. The regional ITS architecture shall be on a scale commensurate with ITS investment in the region. The regional architecture will contain: description of the region, identification of the participating agencies and stakeholders, an operational concept that identifies roles and responsibilities of stakeholders, any agreements required for operations, system functional requirements (high level), interface requirements and information exchanges with planned and existing systems and subsystems, identification of ITS standards supporting regional and national interoperability, and sequence of projects required for implementation

The Rule requires that all ITS projects and projects with ITS elements funded through the federal transportation trust funds are consistent with the regional architecture in order to be eligible for the use of those funds.

SCAG will complete the required eight points for the Southern California Regional ITS Architecture through the effort described above by the April 8, 2005 deadline and asks that upon completion, that the regional architecture be accepted in compliance with the Regulation.

MOTION was made to APPROVE the Southern California Regional ITS Architecture. MOTION was SECONDED and UNANIMOUSLY APPROVED.

**6.0 INFORMATION ITEMS**

**6.1 Goods Movement Executive Stakeholder Roundtable Recap**

Nancy Pfeffer, SCAG Staff, gave a brief recap of the Executive Stakeholder Roundtable hosted at SCAG on February 7, 2005. It was well attended there was representation from the private sector from the railroads, truckers, shippers, ports, as well as transportation and air quality agencies.

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The meeting started with a presentation by Gill Hicks, Gill V. Hicks & Associates, who talked about the factors that are contributing to growth of the region. John Husing, economist, discussed the economic role of the logistics industry. George Fetty, SCAG rail consultant, talked about trends in inter-modal transportation. I spoke briefly about the Regional 2005 Consensus Program, in particular I was emphasizing the request for federal support and federal legislation to let us do innovative project financing and project procurement methods.

We had a fairly extensive presentation from SCAG consultant Rob Leachman, who is working on a port and modal elasticity study. This study is evaluating the potential application points for private fees that could help to raise revenues to fund infrastructure.

We also heard from private sector representatives. The railroads talked about voluntary efforts they have right now to reduce emissions. The Long Shore Workers Union spoke about adding new labor to get over this year's peak season. The California Trucking Association spoke and confirmed that congestion is becoming a big issue and they need more trucks to get the same amount of cargo moved these days because efficiency is down.

Following the presentations there was a two-hour session of Roundtable discussion. There was a consensus on a few key points. One of which was doing nothing is not an acceptable option. Another is that we need to work together and have a single forum to work together, which is the purpose of the Roundtable. Probably the most critical point was that the attendees agreed that public money is not going to be enough to meet the needs that we have in the Region, we need to get private money to the table.

**6.2 SCAG Goods Movement Program Update**

Nancy Pfeffer, SCAG Staff, gave the Committee an update on the SCAG Goods Movement program.

Following California Governor Arnold Schwarzenegger's visit to Japan last fall, BT&H Secretary Sunne McPeak asked SCAG and others in Southern California to develop a policy paper conveying the region's needs with respect to goods movement. SCAG staff has been collaborating with numerous other stakeholders since mid-November to develop a consensus on this paper, which had previously been presented to this Committee.

In summary, the final paper describes the current situation facing the region: growing demand for goods movement, limits on current infrastructure, lack of funds to pay for new infrastructure, and community concerns about health and environmental impacts.

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The paper describes the current regional goods movement system, the specific improvement needs as they are now understood (which total over \$26 billion), and the potential financial mechanisms to pay for them. It concludes with a section detailing the short-term changes already under way to improve goods movement, the environmental mitigations being pursued and the long-term physical infrastructure projects now planned.

The paper went to Washington, D.C., with our delegation that went there the week of February 14. It has also been given to the Governor's Staff for their use in developing a statewide Goods Movement strategy.

Ms. Pfeffer went on state that community groups are very concerned, they are actually critical of the process at the state level. They say it is moving too fast for meaningful public input and participation. There was a recent town meeting on Goods Movement in the ports convened by Southern California Health Science's Center which is a partnership of USC/UCLA scientists funded by the Federal Government. It was a two-day meeting with about three hundred fifty people in attendance. Two-thirds of the attendees were community representatives. Two key points came out of the meeting, one is that scientific research is now showing a clear association between exposure to diesel particulate matter and public health effects. The other point is it appears to be these ultra fine particles, PM .1 and smaller, are primarily responsible for these health effects. In terms of the environmental concerns, it was very clear that these community groups are organizing in opposition to capacity increases and infrastructure projects in general unless priority is given to reducing emissions. Economic benefits, like jobs and local development, are not sufficient to warrant continuing public health impacts, that where the community is at.

Staff is developing a work plan to take it through next year by developing a model of the process for bringing projects forward to bring Goods Movement projects to fruition. Staff is also looking at developing the performance measures that were articulated by the private sector. Staff anticipates this full evaluation will take about a year and hopes to reconvene the stakeholders that were at this Roundtable meeting and to involve the Committee as well in this process.

Rich Macias, SCAG staff, stated that the process is in its infant stages. The Governor will move this forward but it will be on the basis of what we finally decide will be the program. We have identified at this point what needs to be done. We now have to fine-tune everything including an environmental program that will encompass the processing or environmental documentation, the development of large-scale mitigation programs, etc., none of which can be done without community input. The communities will form the basis of the approval process. As we progress, we will start establishing outreach programs, environmental review processes, all of which will entail involvement of this committee, Regional Council, and your individual



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communities. That process will also be combined with the RTP efforts as we go forward.

**6.3 Measures to Reduce Truck Traffic at the San Pedro Bay Ports**

Mr. Gill Hicks, Transportation Consultant, gave a presentation on the potential impacts of port truck trip reduction strategies, which was conducted on behalf of the Ports of Los Angeles and Long Beach, and the Alameda Corridor Transportation Authority.

Mr. Hicks stated that in conducting this analysis, he evaluated five strategies: extended gate hours, the increased use of on-dock rail, a virtual container yard, local shuttle trains, and a new near dock inter-modal facility. The impacts of these strategies have been measured according to the following criteria: impact on weekday port truck trips and weekday port truck miles of travel. In addition, a combination of all of the above strategies was evaluated for the years 2010 and 2030. If we do not implement any of these strategies we could have about a tripling of truck traffic, by combining these strategies we can limit that to doubling.

The discussion resulted in a request made by Councilmember Tonia Reyes Urganda, Long Beach, who requested that Staff agendize for TCC a discussion of Goods Movement and community concerns about continued growth in the ports.

**6.4 The Shanghai Maglev Experience**

This item was not presented due to lack of time.

**7.0 MAGLEV TASK FORCE REPORT**

None at this time.

**8.0 CHAIR REPORT**

Chair Garcia announced that SCAG's 40<sup>th</sup> Anniversary Celebration and General Assembly will be May 4 and 5, 2005. We are looking for sponsors and would like to encourage you to help come up with sponsors for the 40<sup>th</sup> Anniversary. See Councilmember Glen Becerra if you want to help in this endeavor. Also, the Regional Champion Award is coming up and each of the policy committees can do an award. The award recognized Leadership and Regionalism related to specific areas of SCAG's work.

**9.0 STAFF REPORT**

None at this time

**10.0 GOODS MOVEMENT TASK FORCE REPORT**

None at this time.

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**11.0 FUTURE AGENDA ITEMS**

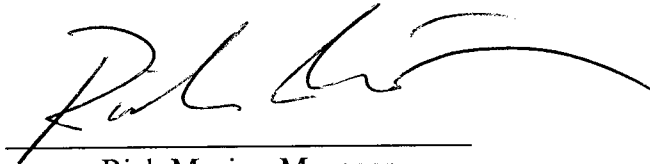
None at this time.

**12.0 ANNOUNCEMENTS**

None at this time.

**13.0 ADJOURNMENT**

The Honorable Lee Ann Garcia, Chair, adjourned the meeting at 12:17 p.m.  
The next committee meeting will be held on  
**April 7, 2005, 10:30 a.m., at the SCAG Office.**



Rich Macias, Manager  
Transportation Planning/Programming Division